

NOTE:

**USS GREENEVILLE (SSN 772) INSTRUCTION C3120.25
w/Change Transmittals 1-4**

Enclosures (1), (8)-(10), and (12)-(17) are classified or not relevant to this incident and are removed. Should a formal FOIA release determination be desired concerning these enclosures, a new separate FOIA request must be submitted.

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EXEC
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USS GREENEVILLE (SSN 772) INSTRUCTION C3120.25

Subj: COMMANDING OFFICER'S STANDING ORDERS (U)

Ref: (a) COMSUBLANT/COMSUBPACINST C3120.25

- Encl:
- (1) Standing Order Index by Subject/Article Number (U) - *Removed*
 - (2) Standing Order Number 1 - Officer of the Deck (U) - *Reviewed*
 - (3) Standing Order Number 2 - Submerged Operations (U) - *Reviewed*
 - (4) Standing Order Number 3 - Surfaced Operations (U)
 - (5) Standing Order Number 4 - Navigation (U)
 - (6) Standing Order Number 5 - Sonar Operations (U) - *Reviewed*
 - (7) Standing Order Number 6 - Periscope Depth Operations (U) - *Removed*
 - (8) Standing Order Number 7 - Cruise Missile Employment and Over-The-Horizon Targeting (OTH-T) (U) - *Removed*
 - (9) Standing Order Number 8 - Shallow Water Operations (U) - *Removed*
 - (10) Standing Order Number 9 - Tactical Use of the Ocean Environment (U) - *Removed*
 - (11) Standing Order Number 10 - Command Duty Officer (U)
 - (12) Standing Order Number 11 - Duty Officer (U) - *Removed*
 - (13) Standing Order Number 12 - Shipboard Firefighting (U) - *Removed*
 - (14) Standing Order Number 13 - Shifting Vital Loads (U) - *Removed*
 - (15) Standing Order Number 14 - Torpedo Attack Procedures (U) - *Removed*
 - (16) Standing Order Number 15 - Rig for Impact (U) - *Removed*
 - (17) Standing Order Number 16 - Loss of Power to Circuit K-EH (U) - *Removed*

1. Purpose. To establish the Commanding Officer's Standing Orders per reference (a).

2. Cancellation. GREENEVILLEINST 3120.2A and GREENEVILLEINST 3120.3.

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3. Action. This instruction is effective upon receipt.

4. Discussion. All previous forms and checklists listed as part of GREENEVILLEINST 3120.2A, Commanding Officer's Standing Orders, and GREENEVILLEINST 3120.3, Greenville Operating Procedures (GOP's), are hereby cancelled.

/signed/
S. D. WADDLE

Distribution:
GREENEVILLEINST 5215.1A (List I)

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STANDING ORDER 1

OFFICER OF THE DECK

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APPENDIX A	CO'S PERMISSION
APPENDIX B	REQUIRED REPORTS
APPENDIX C	OOD WATCH RELIEF CHECKLIST
APPENDIX D	DAILY OPERATIONS/TACTICAL REPORT
APPENDIX E	MAGAZINE INSPECTION/SMALL ARMS ACCOUNTABILITY REPORT

Ref: (a) COMSUBLANT/COMSUBPACINST 5400.39, Standard
Submarine Organization and Regulations Manual
(SSORM) (SSN)
(b) COMSUBLANT/COMSUBPACINST C8500.4A, Conventional
Weapons Manual

0100 (U) GENERAL

1. The duties and responsibilities of the Officer of the Deck are specified in the Standard Organization and Regulations of the U. S. Navy and the Ship's Organization and Regulations Manual (SORM). These are further reinforced by custom, tradition and usage. Simply stated, the Officer of the Deck (OOD) is responsible for acting as the direct representative of the Commanding Officer in all matters related to the operation of the ship. This is a direct and personal relationship which requires sound judgment, professional skill, an acute sense of timing, and alert recognition of unusual or abnormal conditions. The Officer of the Deck shares many of the responsibilities of the Commanding Officer, but relieves him of none of them. Consequently, his actions must reflect not only his own best judgment and desires, but also an evaluation of what he believes or knows I would do if I were present. In deciding whether or

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not to make a report or what to report, ask what information you would want if you were in command. Appendices A and B provide detailed guidance on areas that require my permission and reports that I expect. My confidence in the Officer of the Deck is based largely on how well I am able to carry out my obligations as a consequence of the actions he takes and the information he provides. I expect decisive action, aggressive leadership and complete reports from each Officer of the Deck.

0105 (U) NIGHT ORDER BOOK

1. The Commanding Officer's Night Order Book is the written communication by which I convey my intentions and desires for the conduct of the watch for a specific period of time.

a. When the ship is underway overnight, I will make daily Night Order Book entries. The Executive Officer, Navigator, each Officer of the Deck, Engineering Officer of the Watch (EOOW), Diving Officer of the Watch, Chief of the Watch, Sonar Supervisor, Radioman of the Watch, Engineering Watch Supervisor, NAV Watch, Quartermaster of the Watch and ESM Watch, as a minimum will read and initial the Night Order Book. The Officer of the Deck is responsible both for ensuring that the members of his watch section have read the Night Orders and for carrying them out. If the Officer of the Deck does not understand what is required, he should obtain clarification from me. If an evolution which normally requires the Commanding Officer's permission is scheduled in the Night Orders, this does not constitute permission to perform it without any further approval unless specifically stated. It means that the Officer of the Deck should make the necessary preparations for performance at the time indicated and then request permission in the normal manner.

b. The Engineering Officer of the Watch and Engineering Watch Supervisor are required to read and initial the Night Orders prior to assuming the watch, and should make it a practice to do so in the vicinity of the Control Room/Attack Center in order to determine the operating situation expected during the watch.

0110 (U) OFFICER OF THE DECK NOTEBOOK

1. There will be an Officer of the Deck Notebook maintained by the Navigator for use by the Officer of the Deck. The contents and format will remain flexible, but should generally contain the following:

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- a. Current sonar search plan executive summary and SVP (retained in a separate binder).
- b. Current ESM search plan (retained in a separate binder).
- c. Communications plan (retained in a separate binder).
- d. TYCOM towed array instruction and towed array droop curves.
- e. Floating wire antenna instructions.
- f. Ship's cavitation curve.
- g. CO approved weapons presets.
- h. Submerged Operating Envelope.
- i. Submarine characteristics.
- j. Mast/Antenna speed limitations.
- k. Effective Daily Operations/Tactical Report (APPENDIX D).
- l. Effective pre-underway checklists (retained in a separate binder).

0115 (U) WATCH RELIEF

1. Preparedness is the key element of a proper watch relief. The Officer of the Deck must be prepared to accept the full responsibility of the watch at the time he relieves.

a. Physical Condition - The Officer of the Deck should ensure he has had sufficient rest before coming on watch. If the Officer of the Deck is ill or excessively tired, he should not relieve the watch. The Officer of the Deck shall notify me, the Executive Officer, and the Senior Watch Officer if he feels physically incapable of carrying out his duties. By the same reasoning, the Officer of the Deck should not allow anyone to relieve him if he considers his relief ill or excessively tired.

b. Operational Awareness - Conduct a brief tour of selected spaces forward of the Reactor Compartment to determine present conditions. Become familiar with the current operations in

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progress and what events should be expected to take place during the watch. Be familiar with procedures to avoid mutual interference, what ships are in company, task organization, voice calls, communications arrangements and when we are due to copy the next broadcast. Be familiar with the current sonar and ESM search plans. Find out what contacts we have held in the previous hour and what they are doing. Be familiar with existing and expected environmental conditions. Review current acoustic and own ship noise conditions. Ensure that they are consistent with the Sonar Search Plan. Review all Control Room/Attack Center Status boards and complete the Officer of the Deck Watch Relief Checklist (APPENDIX C). Read and initial the Night Order Book.

c. Navigation - Review the Navigation status as required by Standing Order #4. Review the ship's SUBNOTE to verify we are within the proper OPAREA or MHN and depth zone. Determine when the last fix was taken, by what means, and what confidence level was assigned to it. Plot the last fix and/or Master ESGN position. Ensure that the DR position is properly plotted and extended out two fix intervals ahead. Inspect the chart for all navigational aids, navigational hazards, and expected soundings. Know whether International or Inland Rules of the Road apply and when to expect to change from one to the other.

d. Weapons status - Know what weapons are on board, where they are stowed, and the status of each tube. If there are any derangements to the torpedo fire control system, the Officer of the Deck should ensure that he knows and understands the alternate fire control methods. Ensure presets for the existing environmental conditions are entered in the fire control system for weapons carried. In accordance with reference (b), verify torpedo tubes are dry and locked or empty (dry via sight glass observation and drained tube indication energized; locked via inspection of hydraulic interlock mechanism).

e. Trim status - The Officer of the Deck shall ensure that the trim condition is known and that the ship can be operated submerged at slow speed or at periscope depth on short notice. Ensure that a watch to watch compensation has been updated or entered.

f. Material condition - Determine the status of rig for dive, propulsion plant lineup, and what equipment is operating. Know what equipment is out of commission and what limitations

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this imposes on the operation of the ship. Determine what maintenance is in progress or scheduled.

g. Atmosphere Control - Review the latest atmosphere control readings. Plan for and operate the ship's atmosphere control equipment to maintain the ship's environment as near normal atmospheric conditions as practicable. Plan ahead for air charges and ventilating.

h. Training - Review the training scheduled for the watch. Develop a training plan for the watch if one does not exist.

i. Relieving - When ready in all respects, report to the Officer of the Deck, "I am ready to relieve you, sir." Discuss with him the current status of the ship's operational condition, course, speed, depth, all contacts, and unexecuted orders, using the watch relief checklist as a guide (APPENDIX C). When all other watchstanders have been relieved and have settled into the routine of the watch, and when satisfied that he understands and is willing to accept conditions as he finds them, the oncoming watchstander will state, "I relieve you, sir." The off-going Officer of the Deck will reply, "I stand relieved." The oncoming Officer of the Deck shall identify himself and announce that he has relieved, e.g., "This is LT Jones, I have the Deck and the Conn." Should any circumstance or situation exist which in the opinion of the relieving officer justifies declining to relieve the watch, he will immediately report his reasons to the Officer of the Deck and to the Commanding Officer.

j. Watch relief of subordinate watchstanders.

(1) The watch relief procedures of article 2106 of reference (a) as amplified below are applicable to all watchstanders. The Officer of the Deck shall ensure that the relief of subordinate watchstanders is conducted in a quick and controlled manner so that the safe and effective operation of the ship is not disrupted.

(2) The Chief of the Watch shall firmly control the conduct of watch relief by oncoming Control Room/Attack Center personnel, strictly limiting the number of watchstanders entering the Control Room and being relieved simultaneously. For example, both planesmen should not be relieved at the same time nor should all members of the section tracking party enter the Attack Center for watch relief together.

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(3) The Sonar Supervisor will meet with the Officer of the Deck prior to relieving the watch. Sonar Operators will obtain permission from the Sonar Supervisor prior to relieving the watch and will report their relief to him. After all Sonar Operator reliefs have been completed, the Sonar Supervisor shall relieve the watch and the off-going Sonar Supervisor will go to Control and report to the Officer of the Deck. "(Chief) Petty Officer is the Sonar Supervisor."

(4) The oncoming Diving Officer of the Watch, Junior Officer of the Deck (when assigned), and the Quartermaster of the Watch will obtain permission to relieve and report their relief to the Officer of the Deck.

(5) When submerged, the oncoming Helmsman will obtain permission to relieve and report his relief to the Officer of the Deck.

(6) When on the surface, the Contact Coordinator, oncoming Chief of the Watch and Helmsman will obtain permission to relieve and report their relief to the Officer of the Deck.

(7) When the section tracking party or any other special party is stationed, oncoming members of the section tracking/special party must obtain permission to relieve from the Officer of the Deck or the officer directly supervising them.

k. Inspections and reports by off-going watchstanders.

(1) Upon being relieved, the Officer of the Deck shall:

(a) Verify the accuracy and completeness of the Deck Log for his watch and sign it.

(b) Thoroughly inspect the ship forward of the Reactor Compartment checking carefully for safety hazards, improperly stowed material, sound shorts or noisy equipment, general cleanliness, and proper watchstanding practices. Inspect the Machinery Room. Review and initial AMR logs during the inspection, noting operating atmosphere control equipment. Inspect the Torpedo Room and review TMOW Logs. Verify the signs installed on torpedo tubes agree with the recorded status, the torpedo tubes dry by inspection of the sight glass and drained tube indication energized. Additionally, verify loaded tubes are locked as required by reference (b). Initiate action to

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correct deficiencies observed either on the spot or by informing the responsible leading petty officer. Upon completion, report the results of the inspection to the Officer of the Deck and make your report of relief and results of this inspection to me.

(c) When watch relief occurs at meal time, the inspection may be made after the off-going Officer of the Deck finishes his meal but the report of relief should be made before, followed later by a report of inspection results.

(2) I expect the post-watch inspection to be more than just a casual walk through. Particular attention should be given to possible fire or safety hazards, oil or water leakage, bilges, general cleanliness, and attentiveness of watchstanders. Work in progress on out of commission equipment should be reported. When corrective action is needed, the off-going Officer of the Deck should initiate it or ensure that the cognizant department head is informed and takes action. In his report to me, I expect to be told what he has found and what he is doing about it. This policy almost precludes a report of "conditions normal."

0120 (U) THE DECK AND THE CONN

1. The duties of the Officer of the Deck include the responsibility for conning or directing the movements of the ship. In some instances, these duties may be delegated to or assumed by some person other than the Officer of the Deck. The Commanding Officer, and in his absence the Executive Officer, has the authority to relieve the Officer of the Deck of either the Deck or the Conn or both. The Navigator has authority to relieve the Officer of the Deck of the Conn if, in the Navigator's opinion, the ship is standing into danger and the Officer of the Deck is not taking adequate action.

a. If, at any time, the Commanding Officer issues a direct order to the Helm or Diving Officer concerning changes in course, speed, or depth, this constitutes automatic assumption of the Conn, and will be so logged in the Ship's Deck Log. The Officer of the Deck will announce to the Control Room watchstanders, "The Captain has the Conn," and will announce to the Commanding Officer, "Sir, I have relinquished the Conn." In this instance, the Officer of the Deck still retains all other responsibilities of his watch, including forceful recommendations concerning the safe navigation of the ship.

b. When a Junior Officer of the Deck is assigned, the Officer of the Deck may delegate the Conn to him after a formal exchange of information and relieving process. However, the Officer of the Deck continues to be responsible for the orders that the Conning Officer may give.

c. At all times, the Ship's Deck Log will clearly indicate who has the Deck and who has the Conn. : 8: :

0125 (U) TRAINING

1. All members of the watch section should be continuously seeking opportunities for training. The Officer of the Deck, Diving Officer of the Watch, and Chief of the Watch bear a particular responsibility to train the personnel of their watch section in casualty control, tracking of contacts, recognition, and other skills that will improve the overall ability of the ship to perform its missions. Watch officers can exercise a high degree of initiative in training their watch sections. I will frequently provide guidance for training I want conducted on a section basis. Omission of this guidance does not imply I do not desire training. If the Officer of the Deck desires to exercise the ship control party in actual evolutions that involve significant course or speed changes or to conduct major evolutions, he should obtain my permission first. The Officer of the Deck should approach each watch underway with an effort to make it as lucrative as possible from the training viewpoint. Whenever non-qualified trainees stand watches or conduct evolutions, the qualified watchstander maintains total responsibility for his trainee.

0130 (U) RECORDS

1. The Officer of the Deck will ensure the logs and records maintained in the forward portion of the ship during his watch are accurate and complete. He will periodically review the Auxiliaryman of the Watch and AEF logs and will review the AMR Watch log, Sonar logs and Torpedoman of the Watch logs during his after watch tour. He will be responsible for a complete narrative and a complete set of fire control logs and plots when such data are obtained during his watch.

0135 (U) BELL ORDERS

1. Bell orders other than those available on the annunciator circuit will be relayed through the Chief of the Watch on the JA when manned or the 2JV unless there is an emergency. This is to reduce the noise produced on the MC circuits.

0140 (U) PRIORITIES

1. In operating this ship, the Officer of the Deck should give careful thought to the priority of various evolutions. Regardless of the ship's assigned mission, the first priority will always be safety of ship.

0145 (U) WATCHSTANDER FORMALITY

1. The safe and effective operation of this complex, high performance submarine depends upon every watchstander doing his job properly, thoroughly and professionally. Watchstanding formality encompasses all of these and more. All watchstanders must be attentive to their indications, especially alarms. Thorough watch reliefs, detailed knowledge of equipment for which responsible, proper compliance with approved procedures, and careful attention to proper interior communications are all marks of a professional submariner.

2. Reading should be limited to that involved in the conduct of the watch. Conversations should not distract a watchstander from his duties.

3. Watchstanders shall not eat on watch.

0150 (U) EMERGENCIES

1. Nothing in these Standing Orders shall be construed as limiting the Officer of the Deck's initiative or authority, especially in the event of an emergency. The safety of the ship is in the Officer of the Deck's hands and survival in an emergency may well depend on his prompt and correct action. Assistance is available from the entire ship's company and he should not hesitate to call for help when needed. I am available twenty-four hours a day and I expect to be called for any reason at any time. If the Officer of the Deck needs me in

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a hurry, he should announce on the 1MC, "Captain to the Conn."
The Chief of the Watch should immediately dispatch a messenger
to ensure I have received the word and the Executive Officer is
informed.

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APPENDIX A

ACTIONS REQUIRING CO'S PERMISSION

1. (U) CO's Permission. Except in an emergency, you must request and receive my specific permission for the following evolutions unless I have specified otherwise in the Night Orders or other written instructions:

a. (U) Operation in any combination of speed and depth that places the ship outside the Submerged Operating Envelope of the recoverability studies or as adjusted for shallow water operations as discussed in Article 0815 of CO Standing Order 8.

b. (U) Changing the status of rig for dive, with the following exceptions:

(1) The Weapons Launch Console Indicate/Monitor/Operate switch may be operated hourly as necessary to take TMOW logs.

(2) The Drain Pump may be used to pump Aft Bilge Collection Tank and Sanitary Tank #2 overboard.

c. (U) Operating submerged between 150 feet and periscope depth.

d. (U) Closing any contact in the open ocean to less than 4,000 yards.

e. (U) Operating the TDU or dumping trash and garbage overboard.

f. (U) Blowing or pumping sanitaries.

g. [REDACTED]

h. [REDACTED]

i. [REDACTED]

j. [REDACTED]

R

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k. (U) Opening torpedo tube breech or muzzle doors, VLS muzzle doors, moving or altering the status of any weapon.

l. [REDACTED] (b)(1)

m. (U) Changing the status of the bow planes.

n. (U) Commencing a battery charge.

o. (U) Allowing personnel outside the bridge cockpit area or topside when underway.

p. (U) Working on energized electrical equipment or switchboards.

q. [REDACTED] (b)(1)

r. (U) Streaming, recovering or changing scope of the floating wire antenna or towed array.

s. [REDACTED] (b)(1)

t. (U) Transmitting on underwater communications equipment.

u. (U) Fouling or impairing operation of watertight doors or hatches.

v. (U) Changing the status of the watch with respect to the number of men or watchstations manned, with the exception of stationing the section tracking party.

w. (U) Changing the Condition of Quiet.

x. (U) Submerging or surfacing the ship other than in response to a casualty requiring EMERGENCY SURFACE.

y. (U) Conducting any drill or exercise.

z. (U) Ventilating or snorkeling.

aa. (U) Launching any device from the three inch launcher.

bb. (U) Placing equipment out-of-commission except when required to do so because of a casualty.

cc. [REDACTED] r

dd. [REDACTED] s.

ee. [REDACTED] ne

ff. (U) Starting or securing the Oxygen Generator.

gg. (U) Closing land closer than fourteen (14) miles or restricted waters closer than ten (10) miles.

hh. [REDACTED]

ii. (U) Securing Piloting/Modified Piloting Party.

jj. (U) Starting up or securing or taking ESGN out of NAVIGATE.

kk. [REDACTED]

ll. (U) Anytime in your judgment conditions warrant requesting my permission.

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-APPENDIX B

REQUIRED REPORTS TO CO

1. (U) Reports. The OOD will promptly report to me any and all matters which may affect the safety of the ship or personnel. All initial detections of land, shoals, rocks, lighthouses, beacons, or wrecks; any marked changes in the weather, force and direction of the wind, sea state or indications of storm; derangements to equipment which may affect the safety or operation of the ship; any messages which affect the operation of the ship; all accidents or injuries; and, in general, all occurrences worthy of notice by the Commanding Officer will be reported. When a Senior Officer is embarked, similar reports will also be made to him, subject to his orders.

a. (U) Reference (a) outlines items to be reported. In addition, I desire the following specific reports: (These items must also be reported to the cognizant officer(s) shown in parenthesis after the item).

(1) (U) Completion of any evolution for which I have granted permission. Failure or inability to complete an ordered evolution.

(2) (U) Sunrise and sunset, if I am awake when occurring, and the condition of navigational lights and rig for low level light.

(3) (U) Significant course and speed changes. Periodically, I will assign cruising speed ranges in my Night Orders or verbally. When assigned, the OOD may operate at any speed within this range. Speeds outside this range will be reported before changing speed if practical. Small course and speed changes necessary to conform to an approved track and incident to baffle clearing need not be reported. (Executive Officer, Navigator).

(4) (U) When leaving an assigned depth or cruising depth band. Periodically I will assign a cruising depth band in my Night Orders or verbally. When assigned, the OOD may order any depth within this band deeper than 150 feet. When ordering a depth, the OOD should specify as wide a band as practical to minimize planes motion and hence reduce equipment wear and ship noise. (Executive Officer, Navigator).

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(5) (U) Contact reports as specified in sections 0225 (COSO #2) and 0315 (COSO #3).

(6)

[REDACTED]

(b)(1)

(7) (U) When crossing the 20, 50, and 100 fathom curves, either outbound or inbound. (Executive Officer, Navigator).

(8) (U) Whenever a RED, YELLOW, or unexpected sounding is received. (Executive Officer, Navigator, ANAV).

(9) (U) Whenever there is any question as to own ship's position or navigational safety. (Executive Officer, Navigator, ANAV).

(10) (U) Whenever equipment or machinery is placed out of commission or is operating at less than its full capability and the correction of such conditions. (Executive Officer, Department Head, Division Officer, Leading Petty Officer).

(11) (U) Any out of specification parameter or abnormal condition or trend in the following areas will be reported immediately: (Executive Officer, Department Head, Division Officer, Leading Petty Officer).

(a) [REDACTED] t.

(b) [REDACTED] s.

(b)(1)

(c) [REDACTED] r

[REDACTED]

(d) (U) Sonar and/or fire control systems and computers.

(e) (U) Navigation systems and supporting equipment.

(f) (U) Atmosphere parameters which cannot be readily returned to specification by the operation of atmospheric equipment.

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[REDACTED] L

(12) [REDACTED]

(b)(1)

(13) [REDACTED]

(14) (U) When entering restricted waters, sighting land or failure to sight navigational aids when expected. (Executive Officer, Navigator).

(15) (U) Securing piloting/modified piloting party. (Executive Officer).

(16) (U) Stationing the Reduced Visibility Detail. Proceeding at greater than seven knots during conditions of reduced visibility. (Executive Officer, Navigator).

(17) (U) Encountering an ocean front or eddy.

(18) (U) When a message of real time interest is received. (Executive Officer).

(19) (U) All injuries to personnel. (Executive Officer, Corpsman).

(20) (U) 0800-2000 Reports. One of the marks of a smart ship is the manner in which these traditional reports are made. He will report: "The Officer of the Deck sends his respects and reports the hour of and submits the following reports." The messenger will deliver the following reports:

(a) (U) 0800 -

1 Position Report.

(b) (U) 1200 -

1 Engineer's Daily Reports.

a Engineering Daily Status Report

2 Combat Systems Reports.

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a Daily Operations/Tactical Report
(Appendix D)

b Magazine Inspection/Small Arms
Accountability Report (Appendix E)

c Sonar Watch Routine Checklist (COSO 5
Appendix A)

3 Out of Commission/Reduced Status List

(c) (U) 2000 -

1 Position Report.

b. (U) Even though I may be on the Bridge or in the Control Room, never assume that I am cognizant of any item which you would normally report. Make the required reports as if I were not there.

c. (U) The Officer of the Deck will normally make reports to me via JA sound powered telephone when the Bridge is manned and on the 2JX when submerged. Ensure that I am awake and understand each report and its significance. If any possibility exists that I am not receiving sufficient information to understand the situation, call me to the Bridge or Control. If a potential hazard to the ship is deemed to exist, call me to the Conn in a timely fashion.

d. (U) The confidence of the Commanding Officer in his Officer of the Deck rests on nothing as much as the certainty of being called in time to take the necessary action during unusual (to the Officer of the Deck) occurrences. If in doubt, call.

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STANDING ORDER 2

SUBMERGED OPERATIONS

<u>Article</u>	<u>Content</u>
0200	GENERAL
0205	SHIP CONTROL SUBMERGED
0210	CHOICE OF KEEL DEPTH
0215	AVOIDING CAVITATION
0220	OPERATION WITH VDS/DTAS/CATAS SHIPS
0225	CONTACT REPORTING
0230	SECTION TRACKING PARTY
0235	WEAPONS PRESETS
0240	TORPEDO EVASION

- Ref: (a) 688 CLASS SSM
 (b) COMSUBLANT/COMSUBPACINST 5400.39, Standard Submarine Organization Regulations Manual (SSORM) (SSN)
 (c) FXP 1
 (d) AXP 1
 (e) NWP 71 (Approach and Attack Manual)
 (f) NWP 3-21.23 (Submarine Tracking Manual)
 (g) NWP 3-21.52.22, (AN/BSY-1 Combat Control System Operating Guidelines)

0200 (U) GENERAL

1. The Officer of the Deck will stand his watch in the vicinity of the Attack Center/Control Room. He should not go into Sonar except for brief periods or leave the Control Room. Unless otherwise ordered, the Officer of the Deck will require the Diving Officer of the Watch to maintain a smart trim with the ship at neutral angle. To this end, slow the ship to 1/3 speed once a watch to get a trim if operations permit. Ensure the ship is compensated on a watch to watch basis using Volume VII of reference (a). Prior to surfacing for entering port, have a complete set of tank readings (obtained during a good 1/3 speed trim check) entered in the Diving Record Book in accordance with OP 61-1 of reference (a).

2. The Officer of the Deck and Diving Officer of the Watch shall be cognizant at all times of the proximity of the ship in speed and depth to the limits of the Submerged Operating Envelope (SOE). Do not operate outside the SOE without my express permission.

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3. The Officer of the Deck will order the Control Room and adjacent spaces lighting to be rigged in accordance with Article 2109 of reference (b).

4. The general noise in the Control Room shall be maintained at the lowest possible level. Conversations associated with training shall be conducted quietly.

* * *

0205 (U) SHIP CONTROL SUBMERGED

1. Reference (a) contains operating and emergency procedures for normal operations and for a variety of casualty situations. In addition to the guidance of reference (a), the following points should be kept in mind by the ship's control party during submerged operations.

a. Except when "Emergency Deep" is ordered, always take a sounding prior to proceeding to a deeper depth.

b. The bow planes will normally be rigged out when operating submerged.

c. When making significant changes in depth, large angles decrease the time required to arrive at the new depth. However, at slow speeds, the plane angles required to achieve and maintain a large angle increase drag and reduce ship speed. At high speeds, large angles reduce the margin of safety for a loss of control surface casualty. At any speed, large angles may result in discomfort to watchstanders and missile hazards from improperly stowed material. The standard policy with respect to how much angle to use **under routine** circumstances follows:

(1) When leaving periscope depth, do not order an angle greater than 5 degrees until deeper than 80 feet.

(2) Under normal circumstances, limit ship's angle to 15 degrees or less.

(3) Subject to the restrictions above, the normal thumb rule to be used in making depth changes will be to order an initial angle of 5 degrees for every 100 feet of depth change. This thumb rule need not be applied rigorously, particularly near meal times or when evolutions are in progress that would make large angles hazardous.

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(4) Normally within-24 hours of leaving port and periodically while underway, I will exercise the ship with large angles (20-30 degrees) to ensure all spaces are properly stowed and the ship control party remains proficient at controlling the ship at high speeds and large angles.

(5) No angle greater than 30 degrees will, normally be ordered.

(6) When a floating wire is streamed beyond 200 feet in length, Officers of the Deck and Diving Officers of the Watch must exercise extra care in depth and course changes to keep from cutting it with the screw. Down angles of greater than two or three degrees should not be taken unless there is sufficient turning rate on the ship. Similarly, larger (greater than five degrees) up angles sustained for a long period followed abruptly by any down angle or even "zero bubble" can cause the wire to be cut by the screw. When in doubt, immediately put on the rudder in the direction necessary to move the stern away from the wire.

(7) The ship shall be securely stowed for sea so that a 30 degree angle of pitch or roll can be taken without damage or hazard to personnel or equipment. Maintenance which would preclude maneuvering with large pitch or roll angles shall begin only with the permission of the Commanding Officer.

d. The Officer of the Deck and Diving Officer of the Watch must bear in mind that at speeds above 10 knots even comparatively large changes in trim have little effect on depth control. When operating at sustained high speeds, regular compensation must be made for changes in trim. Failure to do so may result in a serious loss of depth control when the ship is slowed.

e. Use the CORD for normal trimming of the ship to minimize radiated noise. Fast flood or blow of AUX tanks 3 or 4 should be used as a means to bring ballast aboard rapidly (and noisily) or expel it in an emergency situation. To this end, AUX tank 3 or 4 will be maintained at a minimum level to provide sufficient room for the rapid intake of ballast.

f. Continuously monitor the various depth and pressure gages for independent comparison to guard against electric depth indicator failure or erroneous indication due to a plugged sea chest. Normally, the inboard and outboard stations will monitor independent indications of own ship's depth.

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g. The Diving Officer of the Watch will routinely report the following to the Officer of the Deck:

- (1) When ordered depth is reached.
- (2) When deviating from ordered depth band by more than:
 - (a) One foot when operating above 100 feet.
 - (b) Ten feet when operating below 100 feet.
- (3) When proceeding to an ordered depth below 100 feet, every 50 feet change of depth.
- (4) Any abnormalities, equipment out of commission, and when equipment is restored to an in-commission status.

0210 (U) CHOICE OF KEEL DEPTH

1. (U) I will usually make it clear as to the best depth(s) for the operation at hand. In addition, posted at the SCP will be the Max Authorized Depth and Minimum Authorized Depth. The OOD/DOOW are responsible for seeing that the depths posted are valid (at watch relief) and are not violated. If a depth is ordered outside these limits it should be immediately brought to the Conning Officer/OOD's attention and resolved prior to the depth change.

2. (U) The Officer of the Deck must always remain aware of the water depth beneath the keel and what it will be along the track. There have been a number of instances of submarines running into mountain peaks or the shoaling Continental Shelf because of failure to change keel depth to fit the track.

3.

[REDACTED]

(b)(1)

4.

[REDACTED]

(b)(1)

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[REDACTED]

5. [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]

(b)(1)

[REDACTED]

[REDACTED]

0220 (U) OPERATIONS WITH VDS/DTAS/CATAS SHIPS

1. Frequently, the ship will be tasked to conduct coordinated operations and exercises with surface ships that tow an active or passive submerged sonar. These towed sonars include Variable Depth Sonar (VDS), Depressed Towed Array Sonars (DTAS), Critical Angle Towed Array Sonars (CATAS), and Tactical Towed Array Sonars (TACTAS).

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2. When operating with one of these surface ships streaming arrays/towed bodies, a deep depth stratum will normally be assigned. A surface ship with a towed sonar deployed should be considered as a vessel with a draft as deep as the authorized sonar depth. The requirements of references (c) and (d) will be followed.

3. Operations in the vicinity of one of these ships will only be by formal approval of the Submarine Operating Authority (SUBOPAUTH). All ship control watchstanders, sonar watchstanders, QMOWs and OODs must be adequately briefed. The Minimum Authorized Depth of Article 0210 will provide the required stratum protection when conducting these operations.

4. When such operations are conducted, you are required to conduct a careful search, including your baffled area, prior to leaving the safe depth zone. It is imperative that a careful sonar search be conducted for all surface contacts prior to changing depth since some of these streamed arrays are passive. Report the results of your deep search and obtain my permission prior to leaving the safe depth stratum. When above safe depth, be ready to proceed immediately and expeditiously to safe depth to avoid collision. Ensure you are fully aware of the range to the nearest ship towing an array.

[REDACTED]

(b)(1)

1. (U) Report all contacts classified as possible warships or submarines. The initial report should include own ship's course, depth, and speed, type of contact, designation, bearing, bearing drift, and whether distant or near, if known. Follow-up reports should include ship type, course, speed, and estimated range in the following format:

[REDACTED]

[REDACTED]

(b)(1)

[REDACTED]

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[REDACTED]

[REDACTED]

2. [REDACTED]

3. [REDACTED]

(b)(1)

0230 (U) SECTION TRACKING PARTY

1. All sonar contacts will be tracked in the fire control system by the FTOW and OOD. A CEP Plot will be maintained at all times. The section tracking party will be stationed when directed or at the OOD's discretion as soon as a contact of interest is detected. The section tracking party will be assigned on the Watch Quarter and Station Bill to man the stations listed in Figure 1-1 of reference (f).

2. The following stations will normally be manned on a watchsection basis:

a. Expanded Time/Bearing Plot maintained on 81-2 console or as a paper plot. (*)

b. Geographic Plot.

c. Contact Evaluation Plot.

d. MK-81 Operator.

e. Time Frequency Plot (81JS). (*)

f. Time Range Plot. (*)

g. TAC-3.

* denotes may be conducted on TAC-3

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[REDACTED]